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PINDEKOMPASSET

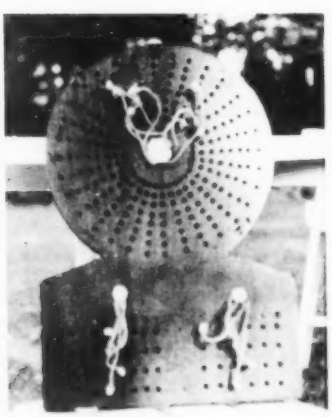
(Traverse Sailing Board)

By Captain Carl V. Sølver, Master Mariner

(Freely translated by Herbert R. Spencer)

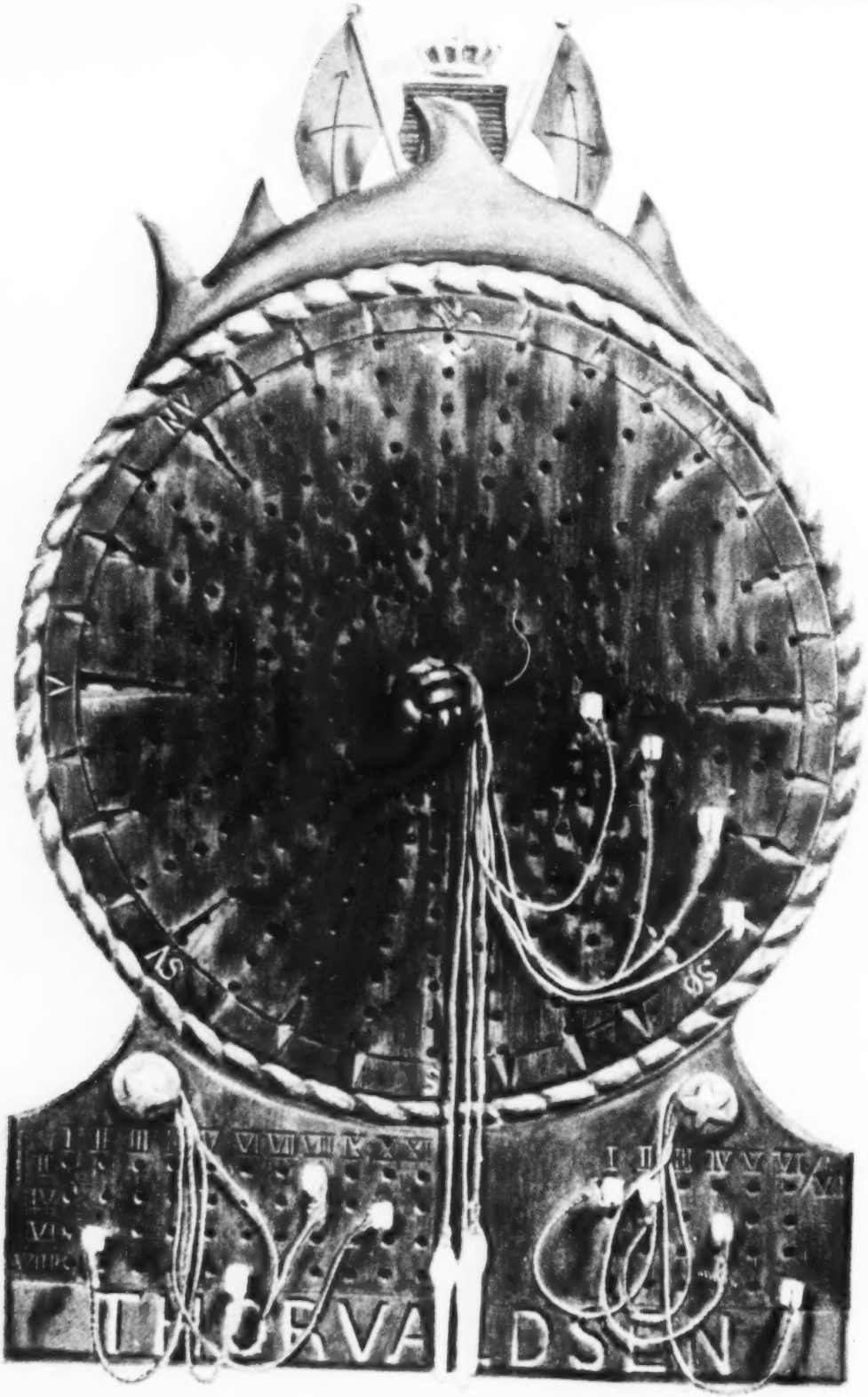
In the old days, ships at sea and men were more self-contained and self-reliant than is the case today. On long voyages, the crew was kept busy every minute of each watch - - picking oakum, making marline, plaiting sennit, making fenders and even laying large hausers. In those days, sailmakers could really cut and sew the sails and the carpenter could fish repairs to spars, or could hew new ones from logs which he cut down on the shore of the nearest island.

To-day, everything is changed - - different tools, different skills and different men. As an example, the quantity of books, charts and paper found on a ship today would astound and amaze a sailor of a century ago. Of course, the Captain's chest then contained a book of nautical tables, one or two charts, a log book, a Bible and perhaps a medical book, but that was all the paper to be found anywhere on the ship.



Some of the primitive tools of the navigator were whittled by the crew in their spare time, such as a "Pindekompasset" (traverse sailing board), a "Rudetabel" (board for computing coordinates), a chip log and log reel, a sand glass and a pelorus. These hand made instruments were rough, but satisfactory and fully sufficient. They were cheap and durable, and were not spoiled by salt water - a most important factor in a small ship.

The Pin Compass or Traverse Sailing Board was used to record the courses sailed and distances run of each four-hour watch. It was a board - perhaps ten inches wide - on which was carved the compass rose with thirty-two points clearly marked. About three inches from the center point of the rose was a circle of holes, thirty-two in all, one for each compass point. Outside of this circle was another circle, also of thirty-two holes, and outside of this another and another; eight concentric circles in all - each being made of thirty-two small holes. Hanging by short lanyards were eight small pegs, usually made of walrus ivory or bone, which could be fitted into the holes. The eight circles corresponded to the eight half-hours of a four-hour watch; a peg and a circle for each bell.



Pindekompasset from the Barque THORVALDSEN

It was the duty of the Mate of the Watch to supervise and record the courses and distances each half hour. At the first bell, if the course had been NE, he would insert a peg in the first circle of the compass rose at NE. At two bells if the course were NNE he would so mark it. At three bells, if the wind had shifted and he had steered N, he would so mark whatever the course had been - and so on for each bell of the Watch. After eight bells, he would take the board and shift the pegs, one peg and one hole at a time; a peg on the right side he would move to the left by one hole and at the same time a peg on the left side he would shift one hole to the right; and so on, hole by hole, until the pegs were as near a straight line as possible. After this he would read off his course - - as close as 1/8 point - - and enter it in the ship's log book as the average course sailed during that Watch.

Below the compass rose of the Pindskompasset are four horizontal rows of holes on the left side and another group on the right side. The four rows represent the four hours of the watch. The log was heaved once each hour and the ship's speed marked by an ivory peg placed in the proper hole in the left side. If the speed were 6 knots, the peg would be put under 6 and at the end of the Watch the speed was totaled and recorded in the Log Book. One knot represents one nautical mile or one minute of latitude.

The four rows of holes on the right side are to register fractions of a knot. A short explanation of the log and how it was heaved will clarify this practice.

The hand log consisted of a sand glass of 28 seconds; a log chip, which was a quadrant of thin wood weighted on the lower edge so that it would float upright; a large reel, with handles so that it could revolve freely; and the log line, about 52 fathoms of 1/8 inch line wound on the reel. The log line was marked thus: from the log chip about 20 or 30 fathoms were unmarked and called "stray line" (an allowance of line to permit the log chip to float free of the wake); then came a rag or piece of leather which was sewn to the line; from that point the line was divided at exact distances, called "knots". The mark of division was made by inserting a short piece of marlin through the strands of the log line. One knot was tied in the marlin to mark the first length, two knots to mark the second, three knots to mark the third and so on. The theoretically correct spacing of the markers upon the log should be 47 feet 3 inches for a 28 second sand glass, but in Scandinavian countries the custom was to space the knots only 42 feet apart. This was a conservative practice as it allowed for a little slippage of the log chip and it conformed to the rule of experience that "the reckoning shall rund before the ship".

To heave the log, the mate on watch - with one sailor and the ship's boy - would take position at the taffrail. The sailor would hold the large reel over his head so that it could turn freely; the boy held the sand glass; the Mate dropped the log chip overside and paid out the line as it drifted astern. When the stray line had escaped and the rag or leather reached the taffrail, the Mate called "Turn" and the boy capsized the sand glass. Just as the last grain of sand disappeared, the boy called "Stop" and the Mate seized the log line at the taffrail. He then measured with his arms the number of fathoms between the "Stop" point and the last knot marker paid out. For example, if he measured four fathoms to the last marker and that marker had six knots in it, he then knew that his speed was six and four-sevenths knots. Forty-two feet spacing means seven fathoms per knot - and thus fractions were measured in sevenths. The old Log Books bear full witness to this practice.

In this example, the mate would place a peg in the Traverse Board in the holes on the left side under six, and another peg in the holes on the right side under four, to record that the speed of the ship during the hour was six and four-sevenths knots. The log was usually heaved every hour and at the close of the four hour Watch, the mate would add up the speeds shown on the Pinkompasset and enter them in the Log Book as the distance run during that Watch.

This method of dividing the log line was used in all Scandinavian countries. Elsewhere, the divisions were made sometimes by half-knots, sometimes by quarter knots, as estimated by the Mate. Some ships used a glass filled with shot instead of sand for the reason that the shot could be heard in the dark.

Sometimes, instead of heaving the log, the Mate would estimate the speed of the ship. This could be done with surprising accuracy. An old sailor, knowing his ship and accustomed to certain weather conditions, could estimate the speed of the ship within two-sevenths of a knot with absolute reliability. In fact he could do it just as accurately as a modern steamship man who uses RPM of the ship's screw.

Before the nineteenth century, the records of distance sailed were the only used means of determining longitude at sea. The measure of time in the old days was the half-hour sand glass. It was the job of the ship's boy to watch the glass, turn it at the right moment and strike the ship's bell - - one bell for each half hour of the Watch. The strokes were made in pairs and quickly; e.g. five bells would be made by striking two double strokes and one single and eight bells (four double strokes) would be struck joyously as it meant the end of the Watch, with the cry "Eight Bells! Relieve the Wheel 'n' Lookout!" A happy moment.

The Ship's Boy, who rang the bell as promptly as he could, was always the butt of a tired crew's ridicule. Even Christopher Columbus, somewhere in one of his Journals, complained of the dilatoriness of the Boy who forgot to turn the glass when it was emptied. This system of measuring time by one bell every half hour is still universal, for every ship in every ocean. Life at sea is a tedious progress from one bell to the next.

The origin of the Traverse Board is lost in the mists of antiquity. It is very old. We know it was used in the 17th century and earlier and that it was still in use early in the twentieth century. Only when machinery came to spoil the romance of the sea did the Traverse Board disappear, along with the chip log, the dipsey lead, the harness cask and, for better or worse, the "cat".

Vikings doubtless had a navigational tool of some sort for keeping the sail track in their long voyages out in the open ocean. In one of the Sagas, there is mentioned the "Solarstein" as something round, which the skipper used during the voyage - - but its exact nature remains unknown.

In 1658, the City of Copenhagen was attacked and blockaded by the Swedes and after a long seige, help was received from the Netherlans in the form of a great fleet. The Dutch attacked the Swedes and dispersed their ships. The Swedish ship "Morning Star" was sunk in this battle. A few years ago, this hulk was located on the sea bottom just off Kronborg and divers were able to recover a number of interesting relics. One of the relics was the ship's Pindekompasset. On the Board were some of the ivory pegs - still in place exactly as the Mate had placed them almost three centuries before and reflecting meticulously the courses sailed as the ship entered the battle. The progress of the battle can be followed from this record. The record, however, ends at the sixth pin - indicating that at six bells, the ship was sunk.

Almost no change will be shown in a comparison of the Traverse Board used in 1680 with the clean-carved and beautiful one used on the Royal Greenland Barque "Thorvaldsen" which was in service in the early part of the twentieth century. Each records adequately the course of the ship through the paths of the sea. The Pindekompasset was a simple home-made tool used intelligently by simple practical men who lived a gadgetless life relying only upon God and their own skill.

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Notes on the author of the "Pindekompasset"

C Captain Carl Sølver, M.M.is president of Iver C. Weilbach & Co., manufacturer of compasses, sextants and similar equipment for navigation. This firm was founded in 1755 in the city of Copenhagen. Captain Sølver served his apprenticeship in sail and later transferred to steamship service.

The Captain is one of the foremost authorities on medieval instruments of navigation. He is the author of "Imago Mundis" which is a compendium of all known facts of medieval navigation. He has also served as consultant for most of the maritime museums of Europe and is responsible for the arrangement of material at Kronborg Castle, Helsinger, Denmark and the famous Sjohistoriska Museet of Stockholm, Sweden.

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"DEAD HORSE"

by Captain R. E. Cropley

For years it was a custom in sailing ships, when the crew signed on for a long voyage, for the sailors to do so under contract with the Captain and receive a month's pay in advance. The advance in pay was invariably used to pay a boarding house keeper for the sailor's living expenses during his time ashore and waiting for a ship to sign on.

In their rough way, sailors considered that the Captain, with whom they signed on, was getting a month's work for nothing. Consequently, on the expiration of the first month of the voyage the crew celebrated the occasion as being the day when a heavy weight was lifted from their shoulders - "a horse's weight" - as it was known in sea vernacular.

To spite the Captain, the day was always solemnly celebrated with a ceremony that took place in the second dog-watch (6 to 8 P.M.). It consisted first of making a heavy effigy of a man which symbolized the dead horses weight. A line was then passed through a block at the fore-yard arm and brought down to the deck where the end was fastened around the neck of the effigy. All the crew tailed the other end of the line and to the strains of a chanty, hauled the effigy to the yardarm thus signifying the passing from serfdom to freedom.

As near as can be recalled, the chanty went something like this:

"Poor old man, your horse shall die
And they say so,
And we hope so.
Poor old man, your horse shall die,
Oh! poor old man".

The verses to the chanty were legion and of course the "old man" was a sailor's reference for the Captain. As the last verse was chanted, the effigy had reached the yardarm. The line was let go and the effigy dropped into the sea to the accompaniment of looks of sympathy from the crew. The ceremony was terminated by three rousing cheers for the Captain by the crew and the laying aft of all hands to splice the main brace.

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GUILD SLOP CHEST

Solid brass telescope, opens to 36 inches - circa 1790-1820 with markings of "Osborn - Day and Night - London" priced at $25.00 and antique sextant in case, early 18th century, priced at $25.00. These items are offered out of the collection of Captin Lou Bristol, 155 Herkimer Street, Bridgeport, Connecticut.

OVALIZING CHAIN FOR SHIP MODEL USE

by Thomas Hornsby

Most chain obtainable for use by shipmodelers is 'round' link chain that is not always suitable for the purpose intended. The type used in the ships of yesterday was made up of longer length links and to incorporate this nicety in my models I made up the following device.

To make the jig, obtain a piece of hard maple approximately 4 inches long, 2 inches wide and not less than one-half inch thick. Mark a center line on the face of the block and step off ten divisions, about 3/8ths of an inch apart, allowing about 1/2 inch on the ends of the center line. Then soak the block in heavy machine oil until the wood has absorbed all the oil it will hold.

Select the size chain to be reformed and determine the size of twist drill required to make a hole that will just allow the chain to be lowered through the hole by its own weight. Using this size drill, make the first hole in the treated block of wood and then drill additional holes using progressively, the next smaller numbered drill. After this is completed, use a small wood screw countersink, tapered reamer or sharpened triangular sail needle, ream out the tops of the holes in order to make the entrance of the chain easier.

In using the forming jig, clamp it in a vise in a horizontal position, thread a fine piece of strong wire through the end link of the chain, leaving the ends long enough to be grasped with the fingers underneath. Hold the chain above the block in a straight line and pass the leader through the first hole. Grasp the wire and pull down steadily through the block, keeping a slight tension on the upper end of the chain to prevent kinking or twisting. Continue this method along the line of gradually diminishing holes (two passes through each opening) until the chain gradually assumes its new shape.

The best operating method is to work the chain in the fashion described being careful to keep it slightly taut with the upper hand. Do not jerk the chain as smaller sizes will likely break. Once the chain starts to run, maintain a constant tension. The extent to which this process may be employed depends on the strength of the chain. Individual judgement must be employed to determine when the chain has reached the desired shape for the purpose intended.

The process outlined has been very useful in obtaining chain that must lead over sheaves and through blocks as it alleviates the necessity of making enlarged holes in a fitting to accommodate round chain.

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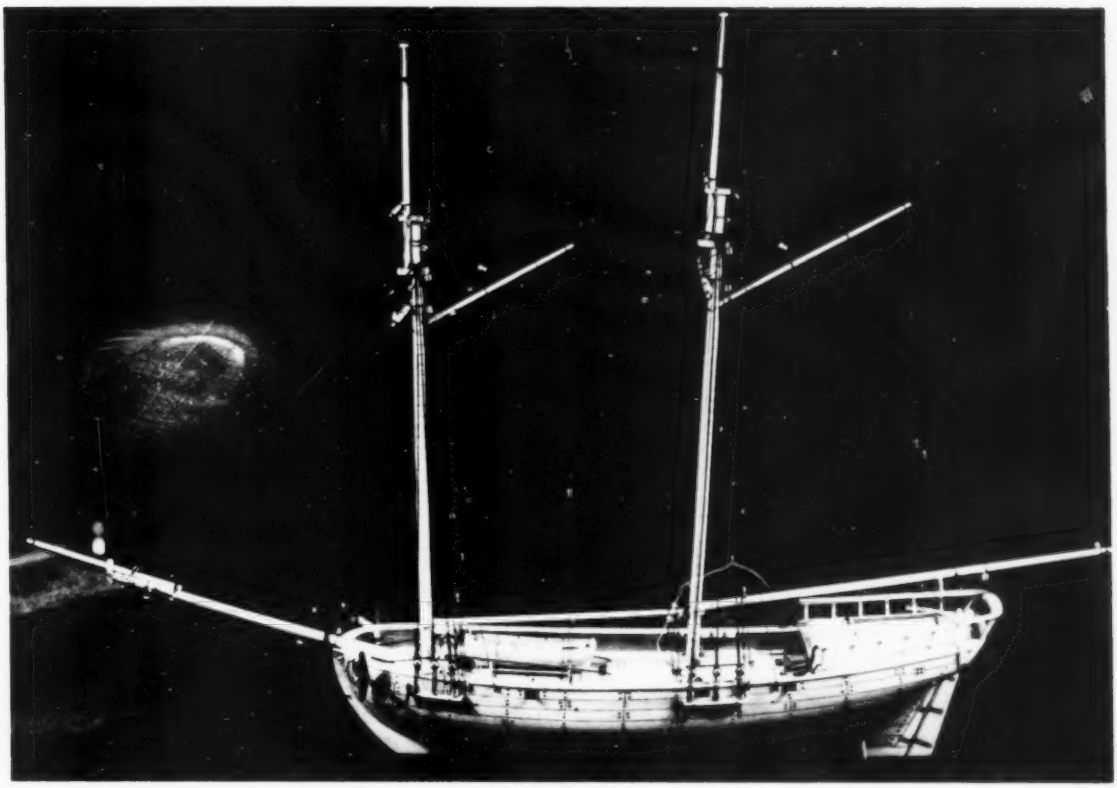
HISTORICAL MINATURE

By Willis Nye

During the early gold rush days in California, it was quite a common practice for large sailing vessels to approach the old Bulkhead in San Francisco under sail. The trick was to arrive at the time that the ebb tide was flowing and maneuver the ship to the dock by means of wind and tide. There was always a wind present in the "Bay" and a good captain would take advantage of this factor.

Planked ivory model of the schooner "CHALEUR"



Model constructed by
Nikita Carpenko
Nantucket

Photograph by
S. Roy
Nantucket

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YARD MAKING FROM BONE
by John J. Flynn

Having to make yards from this material, the largest being 2 3/4 inches long and .095 inches in diameter, I was not very successful in my attempts to turn them in a lathe in the conventional manner. The yards continually broke at a point near the chuck and hand methods of filing and sandpapering them to shape was found to be very slow and tedious.

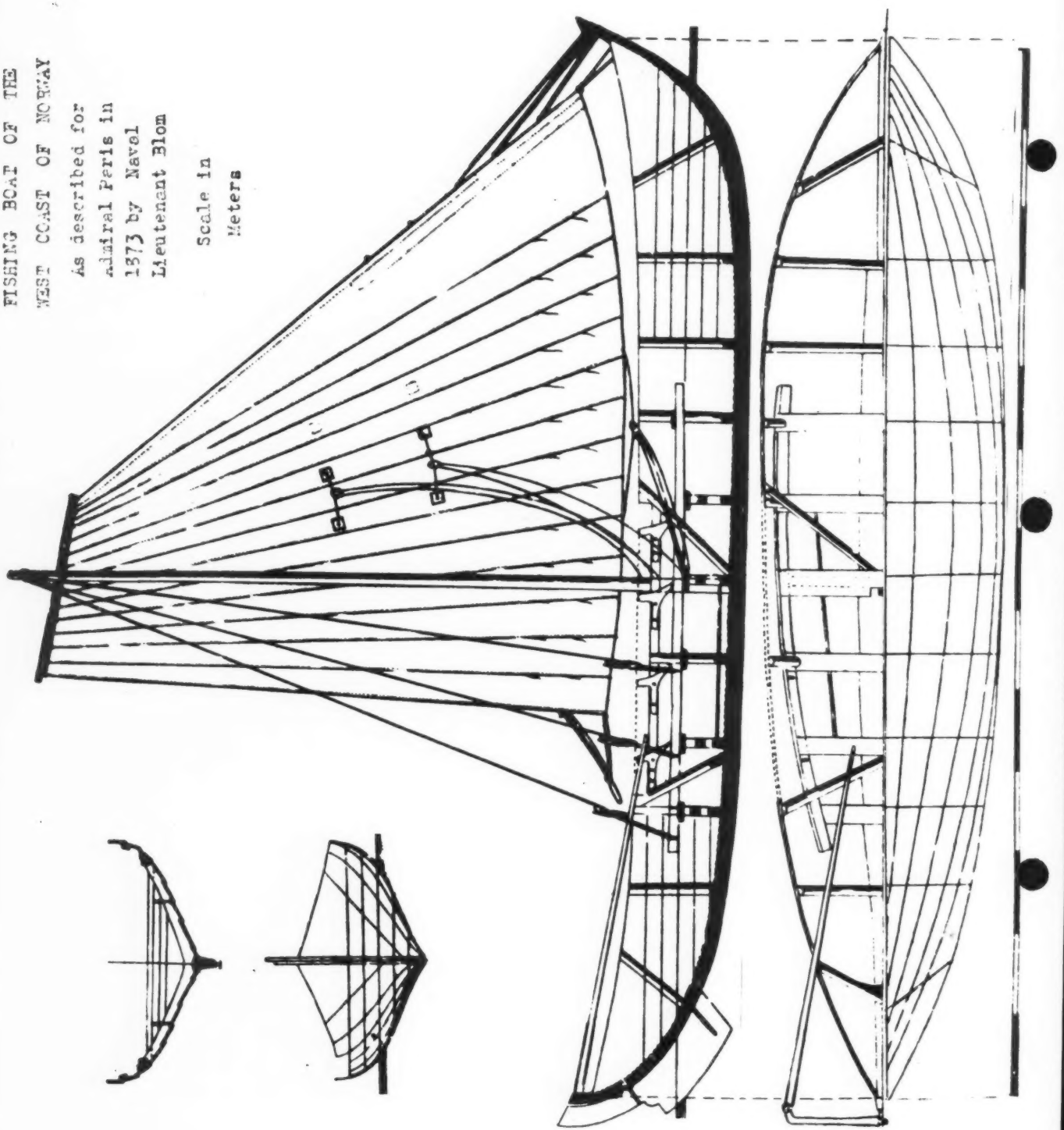
Finally a more suitable method was developed through the combined use of the lathe and a small electric grinder. The stock was chucked up in the lathe and the free end was supported with the left hand fingers insulated from burning by a small pad. The lathe was started and the grinding tool brought into play with very light pressure. Grind as much of the yard as possible from the outside of the chuck, then turn the yard end for end and finish. I found a medium grit stone of 3/16ths of an inch face and 1 1/2inch diameter satisfactory.

TRADE NOTES

A new catalogue dated Fall, 1954 showing scale ship model kits and fittings has been prepared by MODEL SHIPWAYS of 39 West Fort Lee Road, Bogota, New Jersey. In addition to their well known line they announce a new model of the motor trawler HILDINA, built 1951 at Beverley, England will be ready this winter.

FISHING BOAT OF THE
WEST COAST OF NORWAY
As described for
admiral Paris in
1873 by Naval
Lieutenant Blom

Scale in
Meters



ROUND THE HORN

From the Log of Captain John Emerson of
Boothbay, Maine
Prepared by R. B. Applebee

Captain John (Brown Emerson) spent Christmas Day of 1881, at home with his family. The following morning he left for New York, to take command of the ship 'ELIZA McNEIL', then lying at Pier 19, East River.

The account of the ship 'ELIZA McNEIL' en voyage New York toward San Francisco, is taken from Captain John's abstract of the log, being the remarks for each week of the voyage.

Saturday. December 31, 1881, dropped ship into North River, ready for sea. Sunday, January 1, 1882. started for sea, towed by ss 'JOSEPH BARTMAN', but the weather threatening a snow storm, anchored off Staten Island. Monday, 2nd, proceeded to sea, pilot left at 4:15 p.m., a moderate breeze from the NW and fine weather. May God speed us. The feature of this week has been a very high barometer, accompanied with overcast, cloudy weather, and some fine rain.

Saturday evening, January 7th, 1882, we had a fine wind chasing us. Judge the weather has been quite cold on shore since we left, especially Tuesday, Wednesday and Thursday. We have been favored this week with fine weather, and very steady winds. The barometer has been high and steady, and the ship made fine rund. Eleven and one-half knots has been her best sailing so far. She sails well on her deep draught of 22 ft and 11 inches. If she were 6 inches lighter I think that she would go at least one knot an hour faster. We crossed 30N Friday the 13th, ten and one-half days from New York. Saturday morning in company with a barque steering same way, and passing her. Heavy swell from the north. Sunday on Tropic of Cancer. Monday morning sent up the main skysail yard, and set sail. Sixteenth and seventeenth winds very irregular and variable from NE to SE. 18th variable airs from SE and calms. 19th the same.

This week has been a bad week for us, having experienced light airs and calms, and that too when we should look for brisk NE trades. I hoped at the beginning of the week to make the run to the Equator in 21 days. 22nd passed British barkentine 'HEBE' bound north. 23rd and 24th prime NE trade winds. 26th, 27th, and 28th continued light winds and slow progress. Had very light NE trades for the season. Friday 27th, at 4:50 p.m. passed close (1/2 mile) to west side of Penedo de St. Pedro, or St. Paul's Rock, in latitude 00.55N, longitude 29.22W. They are a compact mass of rock, with several peaks from sixty to seventy feet high. Saturday, 28th, 6 a.m., crossed the Equator in longitude 30.02W, twenty-five and one-half days out. From Latitude 4N to 5S we experienced light irregular winds with with occasional passing falls of rain. We crossed the Equator in longitude 30.02W, and passing about 20 miles to the west of Fernando de Noronha in the night. Have had a very smooth sea, and the temperature quite cool for the season, not exceeding 84 degrees in the cabin.

February 4th, the sun in the zenith, or overhead. We have had a quiet week, not anything of importance having occured. The winds have been rather light, the weather has been fine, with the exception of some showers, and temperature comfortable for the season. Have seen 20 vessels this week. 'Be merry and win', Nil Desperandum. 'Let nothing disturb you. Nothing affright you. All things are passing. God understands, patient endurance attaineth to all things'. Thus reads the Captain's entries in his journal of the voyage.

Tuesday, 14th, a brig rigged steam-ship, black funnel, passed, bound south. 13th and 14th almost calm, 16th wind veered around to the south, at noon I tacked the 'ELIZA McNEIL' for the first time. 17th, our passage is being lengthened by light winds and numerous calms. Saturday 18th, have some current along the coast the last week, especially near the Rio de la Plata. It runs southwesterly about one mile an hour. The weather this week has been extremely fine, but the wind has been very light.

Monday, p.m., the northeasterly died out, and a breeze sprung up from the southward, accompanied with rain, sharp lightning, thunder and an ugly appearance of weather. Shortened sail to lower topsails for eight hours, when things improved. Monday and Tuesday strong head winds. We have had fine weather through this week, with the exception of two thunder storms, which were short. The winds have been light and irregular. Temperature quite warm for the latitude.

Monday, 27th, crossed the parallel of 50S, at midnight, 29 days from the Equator. Friday, 3rd, about 60 miles northeast of Cape San Diego, signalled ship 'WILLIE REED', Yates, (of Waldoboro) 68 days from New York to San Francisco. Same day at 4 p.m. signalled barque FURNESS ABBY (of Portsmouth, N.H.), Guest, Boston, December 24, bound to Honolulu, Sandwich Islands, and we all passed through the Straits of Lemaine in company the following night. March 7th, 8 a.m., Cape Horn bore west (true) sixteen miles distant. We had a fine view of the cape and surrounding islands. Saturday, 11th, ship 'WILLIE REED' in close company, also on 12th and 13th, but she was not in sight the following day.

We had a remarkable chance through the Straits of Le Maire. There was a steady, moderate, or rather light breeze from the northwest, and a fine moonlight night, the weather almost as mild as summer at home. We were fairly in the entrance to the straits at 9 p.m. (4th), and all clear to the south at 3 a.m. same day. The water was very smooth, and no tide rips. It came on to blow and rain the next morning, we lost sight of the 'WILLIE REED' and 'FURNESS ABBEY'. They both seemed to sail faster than our ship. We experienced a strong current to the east of Cape Horn, setting northeasterly towards Staten Land, in strength about one mile per hour. We find it hard to make southwesterly for two or three days in that locality.

Friday, 24th, passed latitude 50S in the Pacific, twenty five days from 50S in the Atlantic and 80 days from New York. My books all represented March to be the worst month in the year for doubling Cape Horn. I do not find it so this passage. We have had pleasant weather, but continued head winds. The force of the winds have been medium, had but three gales, and they were short. The temperature was not very cold, neither did we get much rain. On the 18th and 19th we had a fine easterly wind and splendid weather. We made 9 degrees difference of longitude. It came at a good time and helped us wonderfully.

In the vicinity of Terra del Fuego I observed the mean of the barometer to be very low, and it sometimes fell rapidly (from .08 to .10 in an hour) without being followed by very bad weather. The shifts of wind from NNW to W and SW were always gradual, never sudden and violent. From Lat. 50 to 40 we have moderate N,WNW, and NW winds, and foggy overcast weather, and smooth sea. Have seen but one or two vessels since we lost sight of the 'WILLIE REED'.

During the week ending April 8 the ship made 1214 miles. The run on Thursday was 242 miles.

North Pacific Ocean, April 20, at midnight, crossed the Equator in the Pacific in longitude 116.06, 27 days from 50S and 107 days from New York.

The following is some of this ship's passages to this point, private log:

June, 1873	(Hills)	105 days	from New York	
Jan., 1877	(Jordan)	110 "	" " "	
July, 1878	(Morton)	111 "	" " "	average
Oct., 1879	(")	126 "	" Philadelphia	114 days
Apr., 1881	(")	117 "	" "	

19th and 20th current setting easterly. 807 miles this week. Entered the NE trades at noon 24, Lat. 5.44N. Lost the southeast trades in latitude 4.50N.

"A wise traveller goeth on cheerfully through fair weather or foul; he knoweth his journey must be sped, so he carrieth his sunshine with him."

"By the wind" with a "clean-full" all this week. Distance 1217 miles. Thursday May 4th, saw a half-brig steering to the westward, the only vessel we have seen for a month at least. 955 miles this week.

Sunday, May 7th, at noon San Francisco bore E. by N., 970 miles distant, May 13th at noon saw brig 'NORTH STAR' (of San Francisco) bound north, 10th saw British ship 'THOMAS STEPHENS' (iron) from Liverpool for San Francisco in company. 12th saw brig 'TAHITA', of and from San Francisco, from Tahita in company.

Sunday, 14th, made Farallones light bearing east (true) 29 miles distant, at 8 p.m. Midnight passing Farallones close. 4:30 took pilot from boat No. 9, (Captain Freeman Trask).

Monday, May 15th, at 8 a.m. anchored in San Francisco harbor after a very pleasant passage from New York of 132 days, and 15 hours.

Tuesday, 16th, towed to Green Street wharf, and commenced discharging cargo, Wednesday, May 17th, paid off all hands.

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Notes:

Captain John Brown Emerson was born 1835, Boothbay, Maine and died at the age of 52.

ELIZA McNEIL, ship, was built at Thomaston, Maine - 1583 tons, 209x40x26.6 - Owners: Samuel Watts and others from 1871 to 1882. Vessel was sold foreign in 1883. The Masters while under American Registry were - H. Mills, 1871; Jordan, 1878; Morton, 1879 and Emerson in 1882. Refer to American Merchant Ships, series 1, pp 99 - 104.

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CHANGES OF ADDRESS

C. H. Arveson to 1221 Quaker Lane, Alexandria, Virginia
Howard E. Boyle to B-6723, Box "A", R.F.D. #3, Bellefonte, Pennsylvania
Henry Darnell Jr. to 95 Westland Avenue, Rochester 18, New York
Jack H. W. Dunn to R.R. 3, Box 284, Cedar Lake, Indiana
Thomas D. Hunter to 49 Cedarcliff Road, Braintree, Massachusetts
Arthur D. Keil, Jr. to 1134 - 17th Avenue, N., Seattle, Washington
James T. Lowe to 1311 N.W. N. W. 81st Street, Oklahoma City, Oklahoma
Model Shipways to 39 West Fort Lee Road, Bogota, New Jersey
Andrew Nesdall to 1218 Commonwealth Avenue, Boston 34, Massachusetts
John Shedd to 39 West Fort Lee Road, Bogota, New Jersey

EXCERPTS FROM LETTERS TO THE SECRETARY

A friend of mine and myself have been converting one of the old sailing Bristol Bay Gillnet Boats into a yacht. These craft were one of the last American fishing vessels left in sail until the laws requiring use of sail were changed a few years ago. Most of them have been either converted to power or sold to private parties. As a whole, they are in excellent shape representing obsolete rather than worn out craft. I am also interested in collecting deck and rigging details of the TORRENS and the MOUNT STEWART or the sister ship CROWDALE. - - by Arthur D. Keil, Jr.

I took a few measurements off of the original model for the projected 74-gun ship of the Revolution and copied Joshua Humphrey's manuscript notes about it which have not been published to my knowledge. - - Unfortunately, I could find nothing more about it in a pretty thorough search of the Humphreys papers and nothing specific on who actually built the model itself. I seriously doubt that old Joshua Humphreys personally took carving knife in hand for the work, but can find no record of his paying anyone else to do it in the fairly complete accounts that have survived. - - Dr. Douglas H. Robinson

On my return home from Nova Scotia I found two copies of the JOURNAL and so discovered that you have become Editor. I know too well the problems that face you in editing the publication and so hasten to write that I will try to get some materials to you in time. - - Howard I. Chapelle

As you may know, Harry Hamilton and I corresponded regularly ever since the N.R.G. and my own Society were formed and we often discussed business matters and problems concerning our organizations. It was with considerable regret I learned of his passing - for although I never met him - I always considered him as one of my closest friends and always hoped that one day we might meet in person. Fate decreed otherwise, but at least I may be able to help in your present problem of future publication of the JOURNAL which would have been his dearest wish I'm sure. I am more conscious of your problems as they have been mine lately, though for a different reason. In the case of the Thames Shiplovers & Ship Model Society I have acted as Secretary, Treasurer and Editor for nearly six years, but now - out of the blue has come an offer of a really good job at the other end of the world, which I have accepted. I do not know when I shall leave for Australia, but it will be soon. - - The best way I can Help you is by offering material for your JOURNAL which I am forwarding under separate cover. - - H. V. Evans, London, England

The submarine U-505, formerly of the German Navy, was brought ashore in Chicago and placed in front of the Museum of Science and Industry. This was the first naval war vessel captured by U. S. Navy since the War of 1812. The submarine was drydocked and a cradle was built under her - then placed in a floating dock and towed up the shore near the Museum. It was moved from the shore to the Museum on rollers. Quite an engineering. Capture was affected off the west coast of Africa by Captain (now Admiral) Gallery who is a Chicagoan and who was instrumental in having the vessel transferred to this inland city. Dedication was completed September 25th. - - J. J. Flynn

I am happy to report it has been announced that winner of the Hobby Show Grand Award Silver Cup was none other than our friend Fred Manning. He entered a display of six of his ship models. I phoned to congratulate him and found he was pretty happy about it all. The P.N.E. Hobby Show is the largest annual event of its kind on the North American Continent and has exhibits from all over the world. The "Grand Award" is given in overall competition for the entire Hobby Show, so Fred had to compete not only against all the other ship models but the whole works which included thousands of entries relative to every conceivable hobby.
- - Bill Matthews, Vancouver, Canada

The three Peruvian barques are still around (Lima). The MAIPO and TELLUS are still up for sale and the last price asked was about $12,000 each. The OMEGO came in from the islands last week with a cargo of 40,000 sacks of guano at 80 kilos a sack. I understand she will take up to 45,000 sacks, but it all depends on the state of the guano, e.g. wet or dry. My model of the MILTIADES is still at a standstill as I have one or two points which I'd like to clear up before actually starting on the construction. I have amassed quite a bit of information on constructional details of the Aberdeen built sailing ships which are my main interest at the moment. - - R. C. Shepherd, Lima, Peru

The San Francisco Chapter of N.R.G. held its September meeting at the Maritime Museum. Previous to the meeting, a get-together dinner was enjoyed by Chapter Directors and members. - - Member Max Lembke gave a very interesting account of progress being made with the PACIFIC QUEEN since its purchase. At present the vessel is undergoing overhaul and refitting at the old Oakland General Engineering Ship Yard. Various maritime firms are donating services and materials, also labor unions and individuals are donating their time and skills. It is a very big job and is progressing nicely. - - by Cdr. J. H. Willey, Secty.

I could not locate Harry's (Hamilton) file of the Secretary's letter for 1949 - that was the first volume under his Secretaryship - and could you ask the members if any one of them borrowed it - would they please return it to me. Also, if any of the members have copies of Harry's books, I would certainly appreciate the return thereof after they have finished with them. - - Mrs. Harry D. Hamilton

Editors note on borrowed material - A series of photo negatives were donated to N.R.G. by Dick Orr and covered details of the BLUENOSE and THEBAUD. These prints were loaned around to interested members by Mr. Hamilton and so far they have not turned up in the files transferred to me. It will be appreciated if the member now having them in trust for the organization will turn them over to me for future use on behalf of other members. - - Secretary J. W. Harbin, Jr.

I am working on a quarter inch scale model of the first vessel a Du Pont came to this country on, namely the AMERICAN EAGLE built in Newport in 1798 and classed as an armed merchantman. So far, I have located a contemporary painting of the vessel and am anxious to find any further details that may be available on her.
- - Dick Orr

I have been thinking of compiling some plans of ships that I have been collecting - - for bottle sized work. My idea is to prepare a supply of plans as true to scale as possible with all the detail that one could put on a model of that size. Do you think such a project would be of interest to other Guild members?
- - James T. Lowe

Just returned from a visit with Bill Matthews and am happy to report he is making some progress towards recovery after that last severe set-back. He has started work on models again mostly of the half-models-in-frame type. Also received plans of the ST. ROCH today and am going to build a model of the vessel that will be about 26 inches long. You may use the plans after I finish if you are interested. (Note: the ST. ROCH is the only vessel to sail around the Northern Continent in both directions and is presently being made into a museum exhibit in Vancouver.)
- - Fred Manning, Vancouver, Canada

CORRECTION PLEASE!

In the previous issue, an incorrect statement was published from a letter by Captain C. E. Coffin to the effect that Japanese fishermen were anti-foreign and pro-communist. The quotation was only in part and in error. The editor regrets the mistake which was made unintentionally.

NAUTICAL RESEARCH GUILD

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SECRETARY'S REPORT TO MEMBERS

The NAUTICAL RESEARCH JOURNAL is published by members of the Nautical Research Guild. Membership dues, including the Journal are $5.00 a year. New members will receive the numbers which have been previously issued in the current volume and the numbers for the remainder of the year.

Dues are payable January First of each year and are in force until the written resignation of a member.

Opinions and assertions appearing in the Journal are the private ones of the writers.

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MEMBERSHIP CHAIRMAN, Willis L. Nye, 3038 Bridge Street, Hayward, California

Problems connected with the editing and publishing (while keeping reasonably current with incoming correspondence) are being solved gradually and there is every reason to believe that progress will continue to be noted.

It is most important to remember that there can be no JOURNAL without each members cooperation and the Secretary continues to hope the present trickle of material submitted for publication will grow to respectable proportions. Present editorial policy favors a well-rounded publication that will interest most of the members most of the time and subject matter on hand will continue to be arranged in a manner that every individual or group will have an equal opportunity to present the results of their research to fellow members.

Another matter of some concern relates to the availability of funds for carrying on the business of the NAUTICAL RESEARCH GUILD and publication of the JOURNAL. Obviously, the Treasurer's duties can be simplified if annual dues of five dollars are paid in promptly at the close of the year. Those who are statistically minded might be interested to learn that one membership covers the cost of printing approximately one third of one sheet in one issue of the JOURNAL. It might be noted here, that some of the membership have already anticipated publication difficulties incident with resumption of N.R.G. activities and forwarded their 1955 dues ahead of schedule. This thoughtfulness will prove of material aid in the production of our first issue of 1955.

The Secretary wishes to thank all members who have expressed approval of his efforts thus far and commends their declared intention to participate more actively in the affairs of the organization.

There will be one more issue of the Journal to wind up the year of 1954. A very fine article on plank and rib model ship construction has been prepared by John J. Flynn, with excellent illustrations by Roy Rogers, plus other items of great interest will appear in this number. The first issue of 1955 will feature material devoted to whaling and there is still time to send in contributions on this subject. Suggestions for future issues will be welcome and a tentative list of subjects will be announced in the next number.

Query by Thomas Hornsby.
Can anyone supply the spar dimensions of the clipper ship ORIENTAL.

I have an English translation of pages 5 and 6 of the Dutch handbook describing the Oorlogsbrik IRENE 1810, published by the museum at Rotterdam. This gives her history, and anyone wanting to copy same, can borrow my copy.

Thomas Hornsby